The A. F. of L. Weekly News Service gives a brief summary of important matters affecting labor, occurring in the industrial, legislative, and judicial fields, and such other information that will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS SERVICE

AGITATE! EDUCATE! ORGANIZE!

Entered as second-class matter September 30, 1912, at the Postoffice at Washington, D. C., under the Act of August 24, 1912. Acceptance for mailing at special rate of postage provided for in Sec. 1103, Act of October 3, 1917, authorized July 10, 1918.

VOL. 12. NO. 24. WASHINGTON, D. C., SATURDAY, SEPTEMBER 2, 1922. WHOLE NO. 595.

RAILWAY EQUIPMENT FALLING TO PIECES

Washington, Sept. 2.—In a cautious report submitted to the Senate, the interstate commerce commission sustains charges of striking shop men regarding the break down of railroad equipment.

Between the lines is told the story of a "breakdown in transportation" referred to by President Harding.

The commission states that at 1,717 different points, its inspectors personally inspected 4,085 locomotives. Of these 2,456 disclosed defects of varied character and more or less serious. The shop men say that if 2,456 out of 4,085 locomotives are out of order at 1,717 places, it is safe to assume that at least 35,000 out of the 70,000 locomotives in the entire country are now in need of repair.

The commission states that the carriers admit violation of the law requiring inspection of railway locomotives. Some of the reasons assigned by the carriers are as follows:

"No monthly inspection made of this engine since 6-12-22 account of not having competent inspectors in the service due to the walk out of the shop crafts.

"Not inspected account of strike.

"Inspection not made July.

"Unable to make inspections or tests account strike conditions."

The commission says that "the reports from our inspectors indicate a very general let down in the matter of inspection by the carriers, which gives cause for concern."

Attention is called in the report to the law that gives the commission but 50 inspectors for the entire country, and that the amount of money appropriated this fiscal year to pay the expenses of these inspectors is only $950,000.

RAIL STRIKE PEAK IN THREE WEEKS

Chicago, Sept. 2.—The peak of the railroad strike will come in three weeks and Bert M. Jewell, president of the A. F. of L. railway employes' department, on his return from New York after a conference to settle the shop men's strike had failed.

"When the eastern executives say they are operating 81 per cent normal they are trying to deceive the public or themselves," said President Jewell.

The carriers have declared that peace talk has interfered with their recruiting in the belief union men would not go into the shops if they thought peace was to be declared. The strikers, on the other hand, would not go on the picket line while there was peace talk. From this time on we will be able to tell the men just what to expect."

FORD CHARGES COLLUSION TO RAISE COAL PRICES

Detroit, Mich., Sept. 2.—Following his announcement that he will lease his plants because of failure to secure coal, Henry Ford states that railroad and mine capitalists are in collusion to keep up coal prices. He declared that a price of 7 to 15 a ton at the mines is excessive profiteering.

In answer to a telegra from a member of President Harding's cabinet that the increased coal price would only mean an additional cost of $1.50 per car, Mr. Ford replied:

"Are we to turn over to the profiteers from $7,000,000 to $10,000,000 that would be represented in the increased price of coal?"

Washington, Sept. 2.—The Washington Post, semi-official organ of the national administration, arises to the statesmanship of the day in denouncing Henry Ford's shut down because of high coal costs. Says his newspaper:

"Mr. Ford might pay the coal profiteers their price and put up the price of his well-known product."

DEMAND JUDGES' RECALL.

Poughkeepsie, N. Y., Sept. 2.—The New York state federation of labor in convention made this declaration on the judiciary:

"Resolved, by the state federation of labor, in convention assembled, That we favor the immediate presentation to the legislature of such an amendment to the existing law as will enable the recall of any judge of any court of record whose services are shown to be detrimental to the welfare of the people, and that we demand immediate change in the laws so as to provide for the election by the people of the judges who comprise the appellate division, and thereby remove the partisan influence surrounding the whole court."

William F. Deegan, state commissioner of the American legion, asked the unionists to aid in developing a sentiment to care for disabled veterans.

HINT AT U. S. CONTROL.

Chicago, Sept. 2.—In a strike bulletin dated Sept. 21 the striking shop men give this hint that the rail executives are jockeying for government control to recoup their losses:

"The recent actions of the railway executives' association give some ground for thinking that the bankers are trying to compel seizure of the railroads by the government and government operation for a debt. In this manner they hope once more to bleed the public treasury and place the burden of their bad investments forever on the taxpayers. Time will tell."

PRESIDENT IS CENSURED.

New York, Sept. 2.—In a leading article by Benjamin Baker, the New York Annalist's "hack" antiunion writer, it is declared that the mediation of President Harding and the railroad brotherhoods "seems to have been unqualifiedly mischievous in effect."

MUSCLE SHOALS PLAN IS ALL TWISTED UP

Washington, Sept. 2.—Southern and western members of congress are demanding that the Muscle Shoals offer of Henry Ford be adopted. Charges are made that the fertilizer trust, water power interests and other combinations are blocking the plan. The following statement issued by Congressman Mann of Illinois would indicate that this matter is in just about the shape big business would have it:

"I have been a friend of the Muscle Shoals proposition, and still am. But what is the parliamentary situation? The committee on military affairs after consideration, as the gentleman says, for five months, reported a bill to the house which stands as the report of the committee. The committee consists of 21 members. Nineteen members of the committee have signed minority reports, and the committee report provided for a variation in the Ford offer, and Mr. Ford has not agreed to the variation.

"It would be idle to pass the bill as reported unless we know whether Mr. Ford will accept it. But it would be worse than idle for the house to pass the bill in consideration of a bill from a committee of 21, only two of whom stand for the reported bill, and nobody knows or want it to pass without amendment."

Congressman Mann said that the chairman of the committee on military affairs had been delayed by the committee to make the report, "with their fingers crossed, most of them."

Senator Starts Off In Regulation Style

Washington, Sept. 2.—The new senator from Pennsylvania, David A. Reed, made his maiden bow to the senate in a speech befitting a representative of the empire of steel and coal. He arose to speak against the soldiers' bonus and had not uttered 50 words until he launched into this attack on war-time labor:

"They (the executive men) served their country well, and at very mean pay, while the rattle men, the munitions workers and the shipyards workers of the country should have been drafted instead of being wheedled, were getting a pay increase almost every time they asked for it. Almost every day we read in the shipyards, but not in the army, of strikes, of rioting, and I believe that it is because of that contrast that the service of the country is so easily induced to favor this measure."

Reed, who was nominated by Governor Sproul because of the death of Senator Crow, did not make the slightest reference to the profiteers who forced the cost of living up 120 per cent and who gouged the government wherever they could. Neither did Senator Reed make any reference to the coal price which had to be applied that the dollar became "patriotic."

In favoring the drafting of railroad men, munitions workers and shipyards workers, the senator editor did not explain how transportation and the manufacture of war munitions would be arranged for.

INSULTS PRESIDENT.

Chicago, Sept. 2.—In the railroad shop men's strike bulletin this paragraph is addressed to the rail executives:

"These organizations of shop men have reluctantly acquiesced in the president's first proposal. The president is our friend. The president of the United States requested, in the name of the people, that the strike be ended as quickly as possible. We consented.

"You snubbed the chief executive, and one of your members, President Underwood of the Erie railroad, posted a notice in his shops to the effect that 'no politician is going to settle the railroad strike.'

"Your subsidized press is silent on this insult to the president of the nation, but had one of the executives of a strike organization either uttered or attached his name to such a statement he would denounce him to the length and breadth of the land."

WALL STREET HAPPY.

New York, Sept. 2.—Wall street is happy because of the increased purchasing power of hundreds of thousands of wage earners. Reference is made to miners' wages, to the increases to steel workers and the fact that railroad and building trade workers are returning to work after defeating the attempt to reduce their wages 20 per cent.

To hear these jubilations one would think Wall street was ready to pass a vote of thanks to the trade unions and to publicly acknowledge the American legion, asked the unionists to aid in developing a sentiment to care for disabled veterans.

HINT AT U. S. CONTROL.

Chicago, Sept. 2.—In a strike bulletin dated Sept. 21 the striking shop men give this hint that the rail executives are jockeying for government control to recoup their losses:

"The recent actions of the railway executives' association give some ground for thinking that the bankers are trying to compel seizure of the railroads by the government and government operation for a debt. In this manner they hope once more to bleed the public treasury and place the burden of their bad investments forever on the taxpayers. Time will tell."

PRESIDENT IS CENSURED.

New York, Sept. 2.—In a leading article by Benjamin Baker, the New York Annalist's "hack" anti-union writer, it is declared that the mediation of President Harding and the railroad brotherhoods "seems to have been unqualifiedly mischievous in effect."

HOD CARRIERS ON STRIKE.

Trenton, N. J., Sept. 2.—Several hod carriers because of a refusal to pay the "going" rate of 87½ cents an hour.

"Just and Reasonable Wage" Does Not Mean "Living Wage"

Chicago, Sept. 2.—The railroad board has ruled that the Cummins-Esch law only permits it to establish wages that are "just and reasonable," and that this does not mean a living wage.

The board has notified these workers that if they want democracy to prevail in the railroad industry, they must be content with "just and reasonable wage" is a living wage, the board will adopt it, otherwise it will ignore what it costs a maintenance-of-way worker to live, and will rule on what it considers "a just and reasonable wage."

The decision indicates the mental attitude of the railroad labor board, its lack of human sympathy and its frigid legalisms.

The decision is the best defense of the shop men's strike that has yet been made.

VIOLENCE TALES PROVEN UNTRUE

Chicago, Sept. 2.—Wild tales of violence by striking shop men in Roanoke, Va., and other points along the Norfolk & Western railroad caused James W. Kline, president of the International Brotherhood of Blacksmiths, Drop Forgers & Helpers, to write to W. L. Scott, general chairman of the blacksmiths, Roanoke, for information.

The Roanoke trade unionist forwarded the Kline letter to R. F. Taylor, superintendent of police of Roanoke with a request for a statement of actual conditions. The chief of police forwarded the following letter to Chairman Scott, who mailed it to President Kline:

"Replying to your letter relative to press reports on conditions throughout Virginia, incident to the present strike of railway shop crafts and clerks, I wish to state you can assure your general president, James W. Kline, that any press reports stating that conditions are deplorable in this section of the country are without foundation and that so far as Roanoke is concerned are absolutely false.

"One of the best barometers of the conduct of a city is its police court, and for the past two weeks the records show an abnormally low number of arrests."

Small Nebraska Town "Calls" Railroad Bluff

Havelock, Nebr. Sept. 2.—Officials of this place forwarded a letter to officials of the Burlington railroad that they would refuse to patronize shops from Havelock because of the "lack of protection." General Manager Thelen of the railroad addressed letters who forced the cost of living up 120 per cent and who gouged the government wherever they could. Neither did Senator Reed make any reference to the cost plus which had to be applied that the dollar became "patriotic."

In favoring the drafting of railroad men, munitions workers and shipyards workers, the senator editor did not explain how transportation and the manufacture of war munitions would be arranged for.

INSULTS PRESIDENT.

Chicago, Sept. 2.—In the railroad shop men's strike bulletin this paragraph is addressed to the rail executives:

"These organizations of shop men have reluctantly acquiesced in the president's first proposal. The president is our friend. The president of the United States requested, in the name of the people, that the strike be ended as quickly as possible. We consented.

"You snubbed the chief executive, and one of your members, President Underwood of the Erie railroad, posted a notice in his shops to the effect that 'no politician is going to settle the railroad strike.'

"Your subsidized press is silent on this insult to the president of the nation, but had one of the executives of a strike organization either uttered or attached his name to such a statement he would denounce him to the length and breadth of the land."

WALL STREET HAPPY.

New York, Sept. 2.—Wall street is happy because of the increased purchasing power of hundreds of thousands of wage earners. Reference is made to miners' wages, to the increases to steel workers and the fact that railroad and building trade workers are returning to work after defeating the attempt to reduce their wages 20 per cent.

To hear these jubilations one would think Wall street was ready to pass a vote of thanks to the trade unions and to publicly acknowledge the American legion, asked the unionists to aid in developing a sentiment to care for disabled veterans.

HINT AT U. S. CONTROL.

Chicago, Sept. 2.—In a strike bulletin dated Sept. 21 the striking shop men give this hint that the rail executives are jockeying for government control to recoup their losses:

"The recent actions of the railway executives' association give some ground for thinking that the bankers are trying to compel seizure of the railroads by the government and government operation for a debt. In this manner they hope once more to bleed the public treasury and place the burden of their bad investments forever on the taxpayers. Time will tell."

PRESIDENT IS CENSURED.

New York, Sept. 2.—In a leading article by Benjamin Baker, the New York Annalist's "hack" anti-union writer, it is declared that the mediation of President Harding and the railroad brotherhoods "seems to have been unqualifiedly mischievous in effect."

RAIL CARRIERS GAIN.

Cincinnati, Sept. 2.—More than 1,200 clerks and station employes on the Big Four & Southwestern railroad have been granted an increase of from 2 to 4 cents an hour, it was announced here at the office of the Brotherhood of Railway and Steamship Clerks. This increase is the first to be granted since the effect before the decision of June 30, 1922, of the railroad labor board, cutting the wages of these employes.

HOD CARRIERS ON STRIKE.

Trenton, N. J., Sept. 2.—Several hod carriers because of a refusal to pay the "going" rate of 87½ cents an hour.

CONCEALED PROFITS COULD DOUBLE WAGES

Washington, Sept. 2.—The recent 20 per cent wage increase to its so-called common labor will more affect profits of the steel trust, as a 20 per cent increase in prices will reimburse the trust for paying the "princely" rate of $3.60 for a 10-hour day.

In a public letter to Judge Gary last year former Comptroller of the Currency Williams gave an insight into the tremendous profits of this corporation which were concealed from the public. Mr. Williams stated that in the year under discussion over $100,000,000 were charged operating expenses for maintenance, repairs, etc., In addition to disposing of these profits by this method of bookkeeping, it was known that on December 31, 1919, the corporation was carrying a high balance of over $200,000,000 to the credit of "depletion, depreciation and replacement funds," unexpended and available when needed.

The former federal official reminded the steel trust head that from March 31, 1915, to December 31, 1919, the trust's net surplus, after payment of all interest, dividends and excess profits taxes, and after setting aside enormous "reserve funds for future possible contingencies, was increased by more than $400,000,000, according to the trust's official reports.

Mr. Williams charged the steel trust with hiding millions of dollars of profit in depreciation and other funds that should have been returned to labor by excessive charges. He declared that the trust is able to double wages, to lower prices and still pay dividends.

FAVORED HIGH WAGES UNDER U. S. CONTROL

Washington, Sept. 2.—The attitude of railroad managers toward the demand of their employes for a living wage recalls testimony by Samuel Rea, president of Rail roads McAdoo before a senate committee last February. The former federal official was asked to name well-known railroad executives who insisted that wages should be cut by the railroad administration. These managers acknowledged that wages paid by them were too high. They met with the Franklin K. Lane report, which declared that the government took title of the roads to 51 per cent of all employes were paid $72 a month or less. These railroad managers are now blaming the railroad employes for their "high wages," and for wrecking their properties.

Answering the charge that the railroads were mismanaged under government control, McAdoo showed that the executive personnel of the railroads was retained by the government. If there was mismanagement and extravagance, in 1918, he said, the managers were guilty, and if they were not guilty then, they are not guilty now in attempting to besmirch their own record.

"The railroads collapsed because of the cost of war conditions which compelled to act," said Mr. McAdoo. "What practical man of affairs pretends make that they could have done the first five months of 1918 better also in 1916 and 1917, as shown by the caustic criticism of the railroad corporations by the interstate commerce commission, in its decision of January 18, 1917."

MAIL CLERKS LAID OFF.

Washington, Sept. 2.—Organized railway mail clerks are protesting against the post office department's policy of laying off these workers. The first step has been more than 300 experienced railway postal clerks have been given layoffs, many of whom have been in the service from 10 to 20 years.

"This practice is ruinous to the mail service," said Henry W. Strickland, industrial secretary of the railway mail association.

"President Gompers recently forwarded a petition to President Harding against this policy, stating that the car mileage of railway mail clerks increased 50 per cent and of mail clerks engaged in the distribution of mails on the railroads in less than 25 per cent. Postmaster General Burleson left office, though there has been a 50 per cent increase in mails, according to post office department officials."

EMPLOYMENT GROWS.

Washington, Sept. 2.—Employment is on the increase, according to the United States bureau of labor statistics, which reports:

"Comparing the figures of July, 1922, with those for August, 1921, establishments for July, 1921, it appears that in August, 1922, 13 industries there were increases in the number of persons employed, while in 5 industries there were decreases. The largest increase, 44.4 per cent, was in the steel and steel industry. Car building and repairing shows an increase of 25.1 per cent and establishments an increase of 21.5 per cent. Boots and shoes show a gain of 14.8 per cent and 8.1 per cent appear for cotton manufacturing and silk."

These facts are based on reports and statements from representative establishments in 12 manufacturing industries.

STRIKEBREAKERS UNITE.

Tucson, Ariz., Sept. 2.—Strikebreakers employed on the Tucson division of the Southern Pacific railroad, on strike since July 1, are accorded full recognition by railroad officials. This welcome of strikebreakers by the road is a contrast to the policy of the company when called upon to deal with a bona fide trade union.

WANT LAW ENFORCED.

Montreal, Canada, Sept. 2.—A demand for the enforcement of the 55-hour law for women and children employed in cotton factories in the province of Quebec was made by the convention of the Trades and Labor Congress of Canada.

SHIP SUBSIDY FOES WIN POSTPONEMENT

Washington, Sept. 2.—Ship subsidy foes have developed such strength in the house that Floor Leader Mondell notified the president he feared to engage a vote on this question. In reply the president accepted the suggestion that action on the bill be postponed. Only recently the president declared that if the ship subsidy bill was not passed by this congress he would call a special session for that purpose.

The bill will now be laid over until the short session of congress which convenes the first Monday in December, operating expenses for maintenance, repairs, etc., In addition to disposing of these profits by this method of bookkeeping, it was known that on December 31, 1919, the corporation was carrying a high balance of over $200,000,000 to the credit of "depletion, depreciation and replacement funds," unexpended and available when needed.

The former federal official reminded the steel trust head that from March 31, 1915, to December 31, 1919, the trust's net surplus, after payment of all interest, dividends and excess profits taxes, and after setting aside enormous "reserve funds for future possible contingencies, was increased by more than $400,000,000, according to the trust's official reports.

Mr. Williams charged the steel trust with hiding millions of dollars of profit in depreciation and other funds that should have been returned to labor by excessive charges. He declared that the trust is able to double wages, to lower prices and still pay dividends.

MILLIONS ARE LOST BY SECRET OIL LEASE

Washington, Sept. 2.—The government has thrown away $15,000,000 to $20,000,000 in oil lands in the Teapot naval reserve in the manner it did, said Mr Kendrick, of Wyoming in a speech in the senate.

"Five per cent of this amount in a royalty to the state as provided in my bill," said Senator Kendrick, "would amount to at least several hundred thousand dollars, if not a million, dollars for the school children of Wyoming."

Referring to "the monopolistic system by the which the oil lease was awarded," the western senator said:

"Ever since I can remember, it has been contrary to public policy if not to law to let any lease that demned mule on one of our western ranges without first publishing notice, and by competitive bidding; but in this case, with no emergency existing, and contrary to the long established policy of the government, the secretary of the interior, with the secretary of the navy concurring, and with the approval of the president, entering into a lease in secret, which, if placed on the market at public auction, would have brought millions of dollars, beyond a question of doubt."

Senator Kendrick declared that since 1909 every administration but this one has protected these fields as a reserve for the American navy. Now they are "leased, he said, for a time when America is producing oil at the highest rate in history, when overproduction has reduced the price of crude to such so low that the producers are crying in despair, and when fuel oil in each case is selling for more than far below those of recent years."

ATTACK RETAIL PRICES.

New York, Sept. 2.—Graft and incompetent management of public markets tend to increase the high cost of farming and living, says the consumer, says the New York market association, in following an investigation of the differences paid to farmers supplying New York with vegetables and retail prices paid by consumers.

It was shown that tomatoes retailing for 5 to 7 cents a pound in New York, netted the farmer but 1 cent a pound and that lettuce selling for 10 to 12 cents a head brought the farmer 1 cent a head.

"Right at the season when the consumer is profiting from the year's work, he is forced to sell his products in a city that is notorious for them at less than the cost of production" say officers of the market association in launching a demand for marketing reforms in the city which is aiming to profit by learning to appreciate the situation."

USE BLACKLIST METHODS.

Cincinnati, Sept. 2.—The strike committee of the Boot and Shoe Workers' union is warning members on the lookout for attempts by employers to drive strikers back to work. It is stated that the bosses are using methods applied by alleged canvassers and solicitors who are circulating cards regarding temporary employment of the striker. This information is given out by the United Shoe Manufacturer, who has succeeded in many cases in securing the dismissal of strikers.

323,104 CARPENTERS.

Indianapolis, Sept. 2.—There were 323,104 members in good standing in the United Brotherhood of Carpenters and Joiners of America on June 30 last, according to Frank Duffy, general secretary of that organization. On the date there were 2,238 locals, consisted of 2,218 local unions, 146 district councils, 26 state councils, 2 provincial councils in Canada, and 77 ladies' auxiliary unions.

VIOLATE FULL-CREW LAW.

Phoenix, Ariz., Sept. 2.—County Attorney Shepherd has filed 106 civil actions against the Arizona Eastern railroad for violations of the state full-crew law. The prosecuting official states that every train operating between certain stations for the past several weeks has been in defiance of the law.

SYMPATHY FOR ALIENS PROVES VICIOUS PLOT

Washington, Sept. 2.—In checking up a so-called "alien protection" bill, introduced by Senator Kellogg, the A. F. of L. has performed another distinct service to the cause of liberty.

The bill was the result of President Harding's recommendation to congress that the federal government be given the power to enforce those portions of its treaties with foreign nations that applies to the protection of aliens.

The stage had been set for rushing the bill through congress by a propaganda on the Herrin trial. When the bill came before the senate committee it was clear that there was no intention of holding hearings, but Edgar Wallace, legislative representative of the A. F. of L., asked to be heard.

That finished the Kellogg bill. The trade unionist showed that it empowered the president to send troops into any state, over protests of state officials, if he (the president) said an alien claimed he was not receiving justice as assured him under a treaty between his country and the United States.

It also empowered the president to set aside alien land laws of states, even though the states claim they interferred with treaty rights assured Japanese in this country.

The bill is one of the most vicious proposals ever introduced in the congress of the United States. It has been smashed to bits, however, through the vigilance of the A. F. of L.

WAGE CUTS FAIL SAYS GOMPERS

Washington, Sept. 2.—"It is safe to say that the full volume of wage reductions, if spread over the working population as averaged up, would amount to less than 5 per cent," says President Gompers in a labor day address published in American Federationist, current issue.

"This is a stark defeat for employers in the A. F. of L. executive. "It is a magnificent victory for the Labor Organization after having made a beginning has been able to resist wage reductions, and in some cases to raise wages. Organization for the workers to secure some wage increases since the panic year.

"There are no terms too strong to describe the importance of this great victory to labor; the greatest victory in the celebration of which the whole millions of workers cause the purpose of these employers to reduce wages to the lowest prospect; but it was so that there should be no interference with production of commodities—a lower wage for the worker and a relatively higher cost to the consumer."

CLEVER USE OF WORDS.

Philadelphia, Sept. 2.—How words can be used to conceal unionsmashing movements is shown in Samuel H. Barker, financial editor of the Philadelphia Public Ledger.

In praising the company "union" of the Pennsylvania car company, which is now attempting to establish anti-union conditions in its Buffalo properties, Mr. Barker makes this defense of Philadelphia car men: "We are dealing as strikebreakers against the regular trade union in Buffalo:

What Mr. Bitten has done in more than a decade with the some 10,000 rapid transit company employes, and is now teaching to Buffalo, where P. R. T. men have gone in numbers to the assistance of Mitten to show the striking car men there the folly of trying to form an association between men and management, Mr. Bitterbury, as operating vice president of the Pennsylvania system, with its army of 250,000 employes, has adopted in somewhat different plan, has accomplished in Philadelphia."

Mr. Barker's reference to the Pennsylvania railroad recalls that the road's "union" is the result of a vote of less than 11 per cent of the Pennsylvania employes at Altoona district. The railroad labor board ordered the railroad to hold a fair election. The company ignored the order and then secured an injunction restraining the union from publicly censuring it. The board and the injunction dissolved, but the railroad won its point in the case.

This company "union," launched under such dark circumstances, is pointed to by Mr. Barker as "the Philadelphia way" to avoid strikes.

AMEND COMPENSATION LAW.

Atlanta, Ga., Sept. 2.—The state legislature has strengthened the workmen's compensation law. The death benefit has been increased from $4,000 to $5,000. Widows' benefit from $12 to $15 weekly and the waiting period shortened from 14 days to seven days. The full disability benefit has been increased from $15 to $20.

The legislature refused to pass an anti-picketing bill, and took the form of a resolution for the repeal of the barbers' license law.

ARREST STRIKING GIRLS.

Chattanooga, Tenn., Sept. 2.—The Miller manufacturing company caused the arrest of 25 girls and two men who are charged with violating one of the soldiers' injunctions ever issued in this section of the state. The company is attempting to establish the anti-union shop, and is being resisted by the United Garment Workers' union. The arrest of the girls was intended to break their morale, but it has had the opposite effect.

ADOPT FUNERAL BENEFIT.

Chicago, Sept. 2.—By an almost unanimous referendum vote the International Typographical Union of America has adopted a funeral benefit system.

RENEW AGREEMENT.

Memphis, Tenn., Sept. 2.—Printing pressmen have renewed last year's agreement with newspapers in this city.

RAIL EXECUTIVES HAVE FREE HAND TO DRIVE STRIKERS BACK TO WORK

Shop Men's Unity and Equipment Break Down Will Defeat Their Purpose.

Washington, Sept. 2.—With the ending of present negotiations between striking shop men and rail executives the administration is said to be heartily urging congress to give the president power to arbitrate over railroads. Assurances are given that this power will not be used unless "absolutely necessary," and hints appear in the public press that only coal roads will be seized. It is clear that nothing will be done without the consent of rail executives, who are pleading for time to break the strike while hoping that the unexpected will happen to the shop men's solidarity.

There is no indication that an attempt will be made to force a handful of rail executives, who are representing big business, to abandon their strike policy, which is literally choking the wheels of industry. Instead, it is prospected further paralyze industry by curtailing mail and passenger service with the whole rail transportation facilities of the country concentrated in the movement of coal.

In addition to this program—or lack of program—an active propaganda against the shop crafts is started. The charges of mail interference is being revived, and lurid tales of train wrecking is intended to create a reign of terror in the public mind.

Every effort is being made to minimize the interstate commerce commission's report that the coal-

Washington, Sept. 2.—With the ending of present negotiations between striking shop men and rail executives the administration is said to be heartily urging congress to give the president power to arbitrate over railroads. Assurances are given that this power will not be used unless "absolutely necessary," and hints appear in the public press that only coal roads will be seized. It is clear that nothing will be done without the consent of rail executives, who are pleading for time to break the strike while hoping that the unexpected will happen to the shop men's solidarity.

There is no indication that an attempt will be made to force a handful of rail executives, who are representing big business, to abandon their strike policy, which is literally choking the wheels of industry. Instead, it is prospected further paralyze industry by curtailing mail and passenger service with the whole rail transportation facilities of the country concentrated in the movement of coal.

In addition to this program—or lack of program—an active propaganda against the shop crafts is started. The charges of mail interference is being revived, and lurid tales of train wrecking is intended to create a reign of terror in the public mind.

Every effort is being made to minimize the interstate commerce commission's report that the coal-

100 Per Cent Ignorant On Mining Situation

New York, Sept. 2.—"One hundred per cent ignorant" on the anthracite mining situation is the verdict of the World's estimate of United States Senator Nelson of Minnesota.

The senate was discussing government ownership of coal mines when Nelson arose and said: "I am a firm advocate of the largest dress jobbing establishments in this country, but the sending work to anti-union contractors should be prohibited by the agreement. After the strike is settled, I hear, furthermore, than 1,000 workers, mostly girls, who firm agreed to abide by this pledged themselves to sign the following statement in a local trade paper:

"We regret that we were drawn into the trouble with the unions. The fact is that this concern should not have taken place but for the opening of the door of our employes which brought us into contact with non-union shops.

"We have finally arranged not to have anything to do with open shops. We want our work to be done in union shops only, and have been given a substantial guarantee that we will get our share of employment. We came to the conclusion that this can be accomplished and nothing can be gained from fighting organized labor."

WHAT PROFITEERS MADE.

Washington, Sept. 2.—In urging the soldiers' bonus on the floor of the senate, Mr. Pittman of Nevada reminded his colleagues of these war profits made by men who are now fighting the bonus:

"When I think of the $10,000,000,000 added in excess profits by the profiteers of this country when I think of the $15,000,000,000 of profits in the railroad crisis, I am astonished at the greed, the heartlessness and the lack of patriotism of the great financiers of the country.

"I think I would pay this whole thing with a billion five hundred and some odd million dollars. If the excess profits earned during the war were over $10,000,000,000. A little over one-tenth of the amount of the profits of corporations alone would pay the soldiers this thing. Yet, it is a crime to ask for it!

"Six billion dollars of excess profits made by individuals in this country during the war and out of the war, yet those individuals, including some of the highest officers of our government, are so selfish and unpatriotic that they are unwilling to give up, we will say, 15 per cent of those enormous earnings to help the soldiers."

Senator Pittman referred to the United States chamber of commerce as "a highly intelligent, cold-blooded, heartless organization, moved entirely by instincts of selfishness and greed."

HOW TARIFFS ARE MADE.

Washington, Sept. 2.—Conferees representing the house and senate are now endeavoring to reach a satisfactory agreement on the bill that was approved by the house and amended by the senate. There are 2,436 amendments to the bill. The conferees are holding secret sessions. There will be no record of the proceedings, and their report to the house and senate of the amended tariff law. This report can not be amended on the floor of either house, but can be either rejected or accepted.

NON-UNION MINERS KILL.

Olympic, Wash., Sept. 2.—A record loss of life has resulted in attempts to operate coal mines in this state on a non-union basis since April 1. The cost of life in proportion to the tonnage of coal mined has shown an enormous increase, and the cost of mining the coal in dollars and cents has also risen in almost exact ratio.

HUGE COPPER PROFITS.

New York, Sept. 2.—Profits of $216,293 for the second quarter of the year are reported by Utah copper company. During the same period last year a deficit of $138,695 was reported.

CHILD LABOR EVIL SHOWN.

Washington, Sept. 2.—Both child and commercial evils exist in the policy which allows children under the age of 14 years to be gainfully employed, according to a report on "The Working Children of Boston," just issued by the United States children's bureau. They have not received an education of the sort that would be adaptable to their coming industrial conditions or to give them an understanding of the duties of citizenship. They are "subjected also to positive damage," the commissioner states, "from irregular habits of work, from labor unadapted to their needs and capacities, and from unsuitable associations and environments."

NON-UNIONISTS BENEFIT.

Logan, W. Va., Sept. 2.—This thriving coal region—controlled county by has felt the effects of the fight which miners have waged for the past five months, and Logan non-union miners will benefit as have the union miners in other fields. Logan county coal operators' association, now has a closed shop. These advances would not be granted if the union miners were defeated.

BIG PROFITS IN PAPER.

Philadelphia, Sept. 2.—Clear profits of the Scott paper company is at the rate of nearly half a million a year. For the first six months of the present year the profits totaled $200,283, after all charges were met and good, wholesale salaries paid officials.

VIOLATE CONTRACT, FIRM PAYS HEAVILY.

New York, Sept. 2.—Violation of its contract with the International Ladies' Garment Workers' union by Dorfman & Wiesen, Inc., and a $5,000 deposit that hereafter they will abide by their agreement.

The firm of Dorfman & Wiesen dress jobbing establishments in this city, refused to send its sending work to anti-union contractors, which is prohibited by the agreement. After the strike had been on for three days, more than 1,000 workers, mostly girls, from the firm agreed to abide by its pledged agreement. Under the following statement in a local trade paper:

"We regret that we were drawn into the trouble with the unions. The fact is that this concern should not have taken place but for the opening of the door of our employes which brought us into contact with non-union shops.

"We have finally arranged not to have anything to do with open shops. We want our work to be done in union shops only, and have been given a substantial guarantee that we will get our share of employment. We came to the conclusion that this can be accomplished and nothing can be gained from fighting organized labor."

WHAT PROFITEERS MADE.

Washington, Sept. 2.—In urging the soldiers' bonus on the floor of the senate, Mr. Pittman of Nevada reminded his colleagues of these war profits made by men who are now fighting the bonus:

"When I think of the $10,000,000,000 added in excess profits by the profiteers of this country when I think of the $15,000,000,000 of profits in the railroad crisis, I am astonished at the greed, the heartlessness and the lack of patriotism of the great financiers of the country.

"I think I would pay this whole thing with a billion five hundred and some odd million dollars. If the excess profits earned during the war were over $10,000,000,000. A little over one-tenth of the amount of the profits of corporations alone would pay the soldiers this thing. Yet, it is a crime to ask for it!

"Six billion dollars of excess profits made by individuals in this country during the war and out of the war, yet those individuals, including some of the highest officers of our government, are so selfish and unpatriotic that they are unwilling to give up, we will say, 15 per cent of those enormous earnings to help the soldiers."

Senator Pittman referred to the United States chamber of commerce as "a highly intelligent, cold-blooded, heartless organization, moved entirely by instincts of selfishness and greed."

HOW TARIFFS ARE MADE.

Washington, Sept. 2.—Conferees representing the house and senate are now endeavoring to reach a satisfactory agreement on the bill that was approved by the house and amended by the senate. There are 2,436 amendments to the bill. The conferees are holding secret sessions. There will be no record of the proceedings, and their report to the house and senate of the amended tariff law. This report can not be amended on the floor of either house, but can be either rejected or accepted.

NON-UNION MINERS KILL.

Olympic, Wash., Sept. 2.—A record loss of life has resulted in attempts to operate coal mines in this state on a non-union basis since April 1. The cost of life in proportion to the tonnage of coal mined has shown an enormous increase, and the cost of mining the coal in dollars and cents has also risen in almost exact ratio.

HUGE COPPER PROFITS.

New York, Sept. 2.—Profits of $216,293 for the second quarter of the year are reported by Utah copper company. During the same period last year a deficit of $138,695 was reported.